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BPR Lana

21 OCT 1969

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting Held with Mr. Sheffie at BPR on Friday, 10 October 1969

1. The DD/S and the undersigned visited the BPR research facility in McLean to discuss BPR's plans for construction at that site.
2. Mr. Sheffie presented a plan which he had developed inhouse and had the Department of Transportation's approval. The plan calls for a complex of buildings near the current building and a low-speed track for testing purposes. Mr. Sheffie advised us that they currently have funding available for A&E services and that the Department of Transportation had agreed to supply several full-time engineers as his building planning staff. He had not mentioned their plans to us until now since they were not firm. The estimated date for commencement for the BPR portion of the construction program is FY 71 or 72 and, if on schedule, will result in the relocation of one of the ball diamonds when construction commences. In addition to BPR, the Department of Transportation intends to move the Bureau of Highway Safety and possibly the Bureau of Motor Carrier Safety to the McLean site. Should this occur, plans for construction in FY 73 and 74 provide for a building north of the present BPR building towards the George Washington Memorial Parkway and a second building located on the West Parking Lot. The Bureau of Highway Safety would also make use of the safety tract that BPR would be using. Since it is a low-speed track (up to 60 mph) no objections were anticipated from the neighbors. The Bureau of Highway Safety has a requirement for a high-speed test track but this will be located in a less populated area.
3. Mr. Bannerman pointed out that we had done some preliminary planning for other buildings in our area, and we were primarily interested in the Scattergood Thorne tract. He pointed out that if we lost the West Parking area, we could not economically convert the other areas under our control for parking. The Travers tract, although some distance from the Headquarters Building, is probably the best alternative for conversion. Mr. Bannerman pointed out that there also may be in the future a crash requirement for the construction of a special operational building.
4. Mr. Sheffie indicated he was interested in cooperating in any way possible in order to meet both our requirements. Incidentally, he mentioned that DIA had previously visited the site and appeared ready to assume custody of their entire property.

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Mr. Sheffie indicated that he had been very happy to show them the property but it would take somebody else much higher up the line to decide whether DIA's program was more important than BPR's requirements.

5. Mr. Bannerman requested a copy of the preliminary plan that Mr. Sheffie had developed. Mr. Sheffie willingly offered to provide it to us through channels. ✓

6. The conclusion that I reached was that BPR, recognizing the relatively high priorities of our requirements, is willing to cooperate and comply to the extent possible provided their programs are not materially affected. It appeared that if there is any way to minimize their space requirements in the West Parking area, BPR would do it. In addition, there seemed to be little likelihood that the Scattergood Thorne tract would be utilized in the long run by BPR.

7. For greater detail, see the DD/S's memo of the same meeting.



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Chief

Real Estate and Construction Division, OL

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